

## Business Notices.

**Rich & Co's SALAMANDER SAFE.**  
WILSON'S PATENT, with  
RICH'S IMPROVEMENT,  
Can only be obtained of the undersigned, as we are the only  
patent holders of the same, and it is the only one in use in  
the city.

**THE WILSON PATENT,**  
which, with  
RICH'S IMPROVEMENT,  
is the  
BEST FIRE AND BURGLAR PROOF SAFE  
in the world.

**TRINITY & MARINE,**  
Sole Manufacturers for thirteen years,  
Nos. 144 and 146 Water St., N. Y.

**LEARY & Co's FALL FASHIONS.**—The subscribers  
will offer this Fall, Sept. 1, in accordance with their custom,  
the Fall Style of Dressmakers' HATS. Our customers  
and the public generally, we think will be particularly  
pleased with the style and quality of the hats we are  
offering. The hats are made of the best materials, and  
in the most fashionable style. They are also very durable  
and will wear well. The hats are made in the city,  
and are of the best quality. The hats are made in the city,  
and are of the best quality. The hats are made in the city,  
and are of the best quality.

**CHILDREN'S FANCY HATS AT GENIN'S.**—The  
fall show of Children's Hats at GENIN'S lower store, is  
usually held in the fall. The hats are made of the best  
materials, and are of the best quality. The hats are made  
in the city, and are of the best quality. The hats are made  
in the city, and are of the best quality.

**FALL STYLE OF HATS.**—Gentlemen are requested  
to examine LEARY'S Fall Hats, which cannot be excelled  
for style and durability, and are of the best quality. The  
hats are made in the city, and are of the best quality. The  
hats are made in the city, and are of the best quality.

**MEAL'S FALL STYLE OF HATS.**—The subscribers  
will offer this Fall, Sept. 1, in accordance with their custom,  
the Fall Style of Dressmakers' HATS. Our customers  
and the public generally, we think will be particularly  
pleased with the style and quality of the hats we are  
offering. The hats are made of the best materials, and  
in the most fashionable style. They are also very durable  
and will wear well. The hats are made in the city,  
and are of the best quality. The hats are made in the city,  
and are of the best quality.

**50,000 GOLD-BORDERED AND TRANSPARENT**  
WINDOW SHADINGS at 10 CENTS. The subscribers  
will offer this Fall, Sept. 1, in accordance with their custom,  
the Fall Style of Dressmakers' HATS. Our customers  
and the public generally, we think will be particularly  
pleased with the style and quality of the hats we are  
offering. The hats are made of the best materials, and  
in the most fashionable style. They are also very durable  
and will wear well. The hats are made in the city,  
and are of the best quality. The hats are made in the city,  
and are of the best quality.

**CARPETS!! CARPETS!!**—The subscribers  
will offer this Fall, Sept. 1, in accordance with their custom,  
the Fall Style of Dressmakers' HATS. Our customers  
and the public generally, we think will be particularly  
pleased with the style and quality of the hats we are  
offering. The hats are made of the best materials, and  
in the most fashionable style. They are also very durable  
and will wear well. The hats are made in the city,  
and are of the best quality. The hats are made in the city,  
and are of the best quality.

**ALBERT H. NICOLAY** will hold his regular semi-  
weekly AUCTION SALE OF STOCKS AND BONDS. This day  
(Thursday) at 12 o'clock, at the Merchants' Exchange, under  
the old building, at the corner of Nassau and Broadway.  
Catalogue can be obtained at the office, No. 11 Broadway.

**GIFTS AND PRESENTS.**—Just received and for  
sale at reduced prices, the choice selection of Ladies' RETI-  
CULES, Neckties, Ties, Cuffs, Jet Bracelets, Traveling Bag,  
Cuffs, Fans, Perfumery and Soap, and every variety of Toys,  
Bells and Gauds, at the Wholesale and Retail Store of  
J. A. FOWLER, Principals, Cherry Valley, N. Y.

**CHERRY VALLEY FEMALE ACADEMY.**—Winter  
session will commence on the 1st of October. Address, C. G. BAZELTINE or  
J. A. FOWLER, Principals, Cherry Valley, N. Y.

**"THE OLD PLACE."**—We have now on hand, at  
our celebrated old and new stock of Fall and Winter CLOTHING,  
comprised for style and cheapness by any other house in the  
city.

**DEVLIN & JESSEY, Nos. 33 and 35 John St., cor. Nassau.**  
**CARPENTERS.**—PETERSON & HUMPHREY, No. 37  
Broadway, have just opened and now in store, a large and  
assorted lot of RICH BURLAP CARPETS, at 25 CENTS. Other  
carpets equally low. PETERSON & HUMPHREY, No. 37 Broadway.

**JET GOODS.**—JET and GOLD JEWELRY, in great  
variety. Also, Pearls, Coral, Fans, Bracelets, Bag, Purse,  
etc., at the Jewellery and Fancy Goods Store of OSBORN, BOARDS-  
MAN & TOWNSEND, No. 37 Broadway, corner of Spring St.

**CITY TRADE.**—Our large stock of FALL and  
WINTER CLOTHING for City Trade is open for inspection. It  
will be found to contain a larger variety of new and stylish  
garments than we have ever got up. Prices uniformly low.  
D. DEVLIN & JESSEY, No. 33 and 35 John St., cor. Nassau.

**SPECIALTIES.**—Our new style of STREET or  
BUSINESS COATS for Fall, ranging from \$6 to \$15, all specialties  
and will be found to contain a larger variety of new and stylish  
garments than we have ever got up. Prices uniformly low.  
D. DEVLIN & JESSEY, No. 33 and 35 John St., cor. Nassau.

**SINGER'S SEWING MACHINES.**—We have the  
pleasure of announcing to our friends and customers that we are  
increasing our manufacturing department with all possible dis-  
patch. The introduction of our improved Machine, making  
possible speed and accomplishing twice the quantity of work  
day, has caused a sudden rush of orders. In a few days we  
shall have doubled our weekly production of Machines, and will  
supply all orders promptly.  
I. M. SINGER & Co., No. 53 Broadway.

**TUTTLE'S EMPORIUM**  
English, French, German and American  
FANCY GOODS, N. Y. and TOYS,  
No. 345 Broadway.

**BELLS!! BELLS!!**—MENEELY'S celebrated BELLS  
of all descriptions, on hand and for sale by  
HITCHCOCK & Co., No. 116 Broadway.

**AUCTION PURCHASES.**—French China Tea Sets,  
Dining Sets, Vases, Cups and Saucers, Terra Cotta, Parian Figures,  
Black and White China, Chamber Sets, etc., at  
public sale, at the residence of Mrs. J. A. FOWLER, No. 37 Broadway,  
corner of Spring St.

**PIANOS.**—Horace Water's PIANOS, having in  
their improvement of action and over strings a length of scale  
and power of tone equal to the Grand Piano. J. G. Burt &  
Co's PIANOS, with all the latest improvements, and of the  
best quality. Water's PIANOS, having in their improvement of  
action and over strings a length of scale and power of tone  
equal to the Grand Piano. J. G. Burt & Co's PIANOS, with  
all the latest improvements, and of the best quality.

**CRISTOFORO'S HAIR DYE, WIGS AND TOILET**  
essentials, and all the latest improvements, and of the best  
quality. Cristoforo's HAIR DYE, WIGS AND TOILET  
essentials, and all the latest improvements, and of the best  
quality.

**HOLLOWAY'S PILLS** cure any case of Weakness,  
Doubt and Loss of Spirit. They invigorate the system and  
give new energy, strength and vigor to all the functions of  
life. Sold at the manufacturing office, at No. 53 Broadway,  
and at all the principal druggists, at 25 CENTS, 50 CENTS,  
and \$1 per box.

**WIGS!! WIGS!!**—WIGS!!  
**BATCHER'S HAIR DYE, WIGS AND TOILET**  
essentials, and all the latest improvements, and of the best  
quality. Batcher's HAIR DYE, WIGS AND TOILET  
essentials, and all the latest improvements, and of the best  
quality.

**CARY'S ROTARY FORCE-PUMP AND FIRE-ENGINE.**  
Adapted to any kind of fire engine, and for use in  
factories, etc. CARY & BRAINERD, Brooklyn, N. Y.

**FROM TAMPIO.**  
From the N. Y. Post, 20th.

By the arrival of the schooner Red Fox, Capt. Shiba,  
from Tampico, yesterday, we have papers bearing date of  
the 1st inst.

They are filled with reports of the proceedings there  
consequent on the flight of Santa Anna, and the pro-  
clamation of a new Government. The news of these  
events was received with considerable excitement, but  
Gen. Casanova, had sufficient influence to maintain  
quiet and order till after 5 o'clock on the night of the  
24th, when the fire-bells were rung and the people  
summoned out upon the parade.

Gen. Casanova, however, was soon on the spot, and  
succeeded in inducing the people to disperse, promising  
to summon to meet on the following day to decide  
on the course they should pursue. This was accord-  
ingly done, and the people met and unanimously  
adopted the plan of Ayala, and acknowledged  
the new order of things established in the metropolis,  
taking corresponding local measures. Gen. Casanova  
was the first signature to the new proclamation.  
On the same day he issued an address to the citizens,  
in which he engaged as a sealer to support public order,  
and to recognize and pay obedience to whatever  
Government might be chosen by the nation.

In like manner he issued an address to the troops,  
in which he said: "As soldiers of the nation we must  
recognize and obey the Government adopted by the  
nation. The army neither deliberates nor  
discusses; its mission is to sustain order and laws."  
The troops accordingly proceeded to profess their  
adherence to the new order of things, as at the same  
time did all other public officers.

The affair of the 24th was once proclaimed, and  
thus without the slightest disorder the State of Tama-  
ulipas passed from its late subjection to the rule of Santa  
Anna, and, by the way, from bearing his name in  
the name of Tampico, its former one, which it has re-  
sumed. The new Governor of Tampico, appointed  
by Gen. Casanova, is Sr. D. Juan Francisco Villa-  
guz.

## New-York Daily Tribune

THURSDAY, SEPTEMBER 27, 1855.

Subscribers to THE TRIBUNE wishing their Post-Office ad-  
dress changed, should in all cases give their present Post-Office,  
and specify which edition, whether Daily, Semi-Weekly, or  
Weekly, and also subscribers should give the date of subscription.  
This would frequently prevent delay.

M. M. HEED, No. 21 WALL ST., BRIDGEPORT, SEVEN THE  
DAILY TRIBUNE at 10 o'clock A. M.

The sliding scale of the Cattle market took a  
slide down yesterday until it reached the mark  
of two or three weeks ago, a state of things that  
cattle brokers call excessively dull. Butchers,  
however, seemed to enjoy the matter, being able  
to buy the best cattle at 10 cents a pound net.

There were upward of three thousand bullocks  
in the pens, and a good many very good ones, as  
well as some good for nothing for food. On re-  
ference to our cattle market report the cause of  
the decline in price will at once be apparent.  
There were received during the last week, at  
the several places of sale for the supply of this  
City and the towns adjoining, six thousand two  
hundred and eighty five beef cattle; with-  
out counting several lots that we heard of as  
going direct from the farmer to the butcher.

This we think is a greater number than was ever  
before received in one week for the consumption  
of this or any other city in this country. Esti-  
mating the weight of these 6,285 bullocks at an  
average of only 550 lbs. each, we have 3,456,750  
pounds of beef; a supply quite beyond the con-  
sumption of the City, in a fresh state, and still  
at the price it sold for we do not understand  
how butchers can afford to pick it. The cattle  
at the moderate calculation of \$50 a head will  
make \$314,250 for the week's transactions. In  
addition to this supply of beef, 17,575 sheep and  
lambs went to the shambles during the week.

The steamship America, from Liverpool, had  
not arrived at Halifax when we went to press  
this morning. She is in her twelfth day out.  
The steamship Washington, which sailed from  
Southampton on the 12th inst., is fully due at  
this port. The steamship George Law, from  
Aspinwall, and the Star of the West, from San  
Juan, with advices from California to the 5th  
inst.—eighteen days later—are now about due.

The proceedings of the Republican and Whig  
Conventions, which convened at Syracuse yester-  
day, are brought down to a late hour last even-  
ing. The Committee on Nominations had not fully  
agreed upon a ticket, nor was the one on resolu-  
tions ready to report. Both reports, however, it  
was expected would be ready at an early hour  
this morning, and both we venture to predict will  
be of a character to give satisfaction to the great  
Republican party of the entire State.

Dr. M. Lindley Lee of Fulton, Oswego County,  
was yesterday nominated for Senator by the Re-  
publicans of the XXth Senate District.

**THE TELEGRAPH ON RAILROADS.**  
For the purposes of ordinary business the  
convenience and utility of the Electric Tele-  
graph are now as universally understood and  
appreciated as its wonderful achievements are  
commonplace every-day affairs. But there is  
another use of this admirable agent which is by  
no means so well known either to those imme-  
diately interested or to the public at large, and to  
which we desire to call attention. We refer to  
the employment of the telegraph in the work-  
ing of railroads, as a means of securing unity,  
promptness, and above all safety in the running  
of trains.

So far as we are aware, the only railroad in this  
country which habitually and constantly employs  
the telegraph is the New-York and Erie, which at its  
own expense has erected wires along its entire line.  
The expense of putting up this telegraph was some  
\$50,000, and the cost of operating it is about  
\$30,000 a year; yet the Superintendent, Mr. Mc-  
Callum, states that the value of the services ren-  
dered by it is more than \$100,000 a year. By its  
means each Division Superintendent maintains a  
constant control over all the trains in his division,  
and it frequently happens that every train is run-  
ning under special orders transmitted by the tele-  
graph. Indeed, whenever any train is more than  
two minutes out of time, the fact and the cause of  
the delay are at once reported to the General  
Superintendent for his action. Thus every em-  
ployee on the road is held to instant accountability  
for any delay occasioned by his fault.

The road has its own signals and forms of  
dispatches, combining accuracy with brevity.  
The utmost caution is employed in acting upon  
dispatches, and no conductor is allowed to start  
his train from a station in obedience to a spe-  
cial order till he has given the signal which  
means that he understands he is to go on, and  
has received a reply telling him that he is right.  
All the rules for telegraph operations are  
printed and bound in a small volume, which  
also contains all the abbreviations and signals in  
use, except the cipher employed between the  
General Superintendent and the Division Su-  
perintendents, in cases where secret messages  
are expedient.

On the Erie Road, where for most of the dis-  
tance there is but a single track, the failure of  
one train to meet another at the regular pass-  
ing place not only involves delay to the two  
trains, but to all others of an inferior class.  
Such derangement in the time of the numerous  
trains formerly occurred very frequently, and  
proved a serious source of annoyance and in-  
convenience to passengers, as well as of great loss  
and embarrassment to the Company. But by the  
use of the telegraph, and a judicious sys-  
tem connected with it, these delays are in a  
great measure prevented, and the trains kept  
moving with entire safety.

If the Camden and Amboy Railroad Company  
had had a telegraph connected with their road,  
and under their control, the conductors of the  
trains that met at Burlington could have been  
directed to pass at the switch near the place  
where the accident occurred. The risk of col-  
lision would have thus been avoided and the  
backing of the train rendered unnecessary. All  
these lives might have been saved by the  
small expense of a telegraph line along the  
rails.

The Camden and Amboy Company, we per-  
ceive, have recently published a report exor-  
cerating the conductor and engineer from all  
blame for that terrible accident, because they  
followed instructions. The rules of this road  
provide that when a train fails to arrive at the  
passing place at the proper time the other train  
arriving, whether on time or not, is not required to  
wait for the delayed train, but both are allowed  
to proceed until they meet, and if they should be

so fortunate as not to come in collision, one of  
them must back to the nearest switch and suf-  
fer the other to pass. Of course they are di-  
rected to proceed with caution; but the ideas of  
engineers in regard to what constitutes caution  
may differ very essentially from the views of  
other prudent men, their habits and education  
being the reverse of those calculated to make  
them very timid. Is it surprising that under  
such a system of management, we are so fre-  
quently called to chronicle the sad recitals of  
railroad accidents? But the Camden and Am-  
boy Road is not the only one worked by  
such absurd rules. In proof of this take the  
following from the running regulations of the  
New-York Central Road, similar, we presume,  
to those of fifty others:

"Passenger trains going eastward until they arrive  
at Southbury will be entitled to the track till they are  
fifteen minutes behind time, after which they will be  
no more entitled to the track, than any passenger train  
which they may expect to meet. In such case, both  
trains will become irregular and will proceed very care-  
fully, sending a man ahead around curves to see that  
way is clear, expecting to meet each other. In case of  
meeting between branches, the train nearest the  
branch, will back out."

Could anything be more absurd, when the  
whole matter can be so easily remedied by the  
use of the telegraph, which would not only  
lessen danger, but gain time, and, what is still  
better, save the passengers from the dread of a  
collision?

But it is not alone in the movement of trains  
that the telegraph is so valuable an auxiliary for  
railroad purposes. Nine-tenths of the delays which  
occur originate from the want of proper exertions  
on the part of employees on the trains. On the  
Erie Road hourly dispatches are sent to the General  
Superintendent giving the position of all passenger  
trains; and daily reports of all the freight trains,  
their position and number of cars, and whether  
loaded or empty. Thus a party interested in the  
arrival of cattle, can be informed exactly where  
they are at the moment, and when they will prob-  
ably arrive. Every accident is also known at  
headquarters as soon as it happens, and orders  
sent at once to afford relief. These are some of  
the uses of the telegraph, but they form only a  
small part of the general advantages derived from  
it. Most of the difficulties which occur on rail-  
roads may be prevented, removed, or modified, by  
prompt action, and in a majority of cases this  
can only be secured by resort to the telegraph.

The danger of a collision from the meeting of  
trains, would be removed by the construction  
of a double track, but not the danger of rear  
collisions, which the history of railroads both  
in Europe and in this country has proved to be  
equally disastrous in their effects. In fact  
the superintendents, and officers generally, of  
the Erie Road think it would be almost impos-  
sible for them to do its immense and constantly  
increasing business, even with a double track  
all the way, without a telegraph, because both  
tracks would be encumbered with freight trains,  
which would have to stand half of the time  
upon turnouts, waiting for passenger trains; in  
their turn liable to be waiting at the next  
station.

As Germany to this interesting subject we  
extract, in conclusion, the following from the  
general instructions for running trains on this  
road, under orders by telegraph:

"Conductors must not leave a Station when directed  
to run by special order, without having the same in  
writing in their possession, which must always be read  
by the Engineer before starting."

"Trains when moved by special order, will always  
approach a stopping place on the supposition that  
another train is to be met."

"When a meeting place is to be made for trains  
moving in contrary directions, the right to run shall be  
made certain, positive and defined, without regard to  
time. Should you from any cause be unable to make  
your running time, you will, as soon as you discover  
the case, leave your flagman to warn the  
approaching train ahead of which you have been  
ordered to run, and you will put your train upon the  
first switch you reach, and there remain until you  
have received orders to proceed, or until you can get  
ahead."

"The Conductor and Engineer of a fast train, that  
is running behind a slow train by special order, shall  
be notified of the fact in writing, of the time at which  
the slow train left the last telegraph station."

With all the officers of the road under a sort of  
military discipline, and with such instructions  
transmitted by telegraph, wonder ceases regarding  
the ability of the Erie Road to transact such an  
extensive business; but it is surprising that the  
managers of every road do not avail themselves of  
the same facilities. In view therefore of the want  
of spontaneity on their part in adopting such an  
essential agent of mercy and economy, we entreat  
our Legislatures, one and all, to render it obligatorily  
upon them.

**THE HINDERANCE TO POSTAL REFORM.**  
The great obstacle in the way of obtaining re-  
form in our Postal system is established usage.  
Precedent holds undisputed sway in all our  
public offices. In almost every department of  
business there is change, progress, but there is  
seldom any improvement made in the Govern-  
mental machine. Officeholders are not often  
inventors. They are sometimes able to devise  
means for increasing their own compensation,  
but that is about as far as they ever get. And  
in no Department of the Government do the  
people feel the effect of this devotion to prece-  
dent as much as in the Post-Office, because its  
Briarrose arms are extended to every  
nook and corner of our vast country. It is  
not alone in the robbery committed un-  
der the name of the "franking privi-  
lege," the enormity of which we have only  
half illustrated in our articles on the subject;  
but it is in the robbery of what Franklin char-  
acterized as equivalent to cash, viz: time. Of  
this every man who commits a letter to the care  
of the mail is robbed—not only of hours, but  
whole days. In vain has almost every paper in  
the country complained of the want of speed  
in the transmission of the mails. In vain have  
they sought to quicken the pace of the old land  
tortoise by heaping coals of fire on its back. He  
still crawls, treading in the same footsteps he  
did when he first started on his journey.

We have already afforded our readers a partial  
insight into the mole of mailing a letter;  
let us give an illustration, showing still further  
the inadequacy of the existing system. We will  
suppose that Mr. J. lives on Fifth Avenue, near Thirty-  
fifth Street, within a few minutes' walk of the  
upper station of the Harlem Railroad. He wishes  
to say to his father at Katona station, fifty miles  
up the road, that the family will come up to-morrow,  
and he wants the coachman to meet them at the sta-  
tion at 6 o'clock. He only thinks of this half an hour  
before the last train goes up, but there is ample  
time; he can write the note, put it in a stamped  
envelope, and send it to the station in time for the  
cars; but he cannot get it in the mail because it  
has not gone through the routine. It should have  
been sent to the Post-Office, four miles down town,  
there to be stamped "New-York, Aug. 15," so as to  
show that it had passed official inspection, and that

fact must also be entered upon the official account  
of "letters sent," which afterward has to be trans-  
scribed and sent to Washington to be stored away  
among other official documents, to prove it was  
sent and that the postage was paid by a three-cent  
stamp. Beside the stamping and entering, a bill  
has to be made out, officially informing the Post-  
master at Katona that on the 15th day of August,  
A. D. 1855, a letter was sent from the Post-Office  
at New-York City, upon which the postage had  
been "paid by stamps" to the full amount of three  
cents. This bill is then, with the letter, put into a  
wrapper and directed "Katona, N. Y." The Y per-  
haps, in the extreme hurry of the moment, is made  
so much like a J that the sorter who puts it in the  
bag mistakes it for New-Jersey, and sends it off in  
that direction for a week of extra travel. But if  
it reaches its proper destination, it is to be un-  
wrapped of its superfluous covering and compared  
with its post-bill before delivery, and that bill after-  
ward must be entered upon "account of mails re-  
ceived," and both bill and account sent to the office  
at Washington.

This case, bad as it is, may be, often is, still  
worse. The same family having occasion to  
send a letter to the same destination, deposit it  
in one of the Government boxes near their  
residence full six hours before the mail  
closes, and it could and should be taken to the  
near-by railroad station by the person who  
opens the box, and simply dropped in a bag,  
which could go up by any train, and the letters  
could be sorted by the baggage-master, and  
delivered without ceremony to every postmaster  
along the route. But, not it is taken from the  
box down to the Post-Office, where it arrives  
half an hour before the time for the wagon to  
leave for the cars, but the letter cannot go for-  
ward to-day, because "the mail is closed."

And so it is with every mail that leaves this  
City—it is "closed" from half an hour to four  
hours before its departure. That is, every letter  
that is not lucky enough to reach the Post-Office—  
where logicians with its feet glued to the an-  
tiquated footstep of its predecessors—before the  
time fixed by "regulations" for the mail to close,  
it must lie over until the next day.

The case related a while since in THE TRIBUNE  
of the French lady who was compelled to stop in  
her mid-journey because she was not provided  
with a properly cut piece of paper, tied with red  
tape, called a passport, was sufficiently prepos-  
terous; but of how much more importance is it  
that every man, woman, and child in this coun-  
try is compelled to stop every day on the jour-  
ney of life to conform to the routine that holds  
in check our whole correspondence. If it  
were a necessary delay we would not say a  
word, but it is not; for all this lumbering ma-  
chinery of stamping, wrapping, and making  
post-bills, and keeping accounts, except for  
"registered letters," should be utterly abol-  
ished, and all that should be required to insure  
a letter going to Boston by the four-o'clock  
train should be to drop it in the bag at the  
Post-Office, or at Canal-street, or Thirty-second-  
street, at any time of day up to the very  
moment of starting. If the writer does not  
put his letter into a sufficient wrapper, and give  
it a sufficient direction, that is his business, and  
not that of the Post-Office Department. All  
that is requisite, or rather all that should be  
requisite, is that he should pay the postage;  
and all that is requisite for the Department to  
do is to carry and deliver the letter in the least  
possible time. Do away with all the lumbering  
machinery that is worse than useless, and in  
eight and a half hours from the time a letter  
was written here it could be delivered to the  
person addressed in Boston. There is no need  
that it should ever enter either Post-Office, here  
or there. Why should it? If put in the Boston  
bag at the railroad station, all the letters  
could be assorted into small bags on the  
road ready for a messenger who would stand  
waiting at the Boston station, and hurry them  
off to the receiving places of the letter deliv-  
erers, who would hurry them away to their  
owners in less time than it usually takes to go  
through the routine at the Post-Office. This is  
only what the expressmen do, and it is a fact  
that we can get a large trunk delivered in a  
remote part of the city in far less time than we  
can a letter by the same train. Why? The  
trunk is free—it is not compelled to go through  
antiquated formalities—it has paid its fare, and  
it is ready for its owner. Even if it arrive at  
midnight, its owner is not, as in case of a letter,  
obliged to wait till morning before he can look  
at its contents.

Free the Post-Office from the incubus of the  
franking privilege—relieve it from the enormous  
expense of useless "blanks and twines," and the  
transportation of the tons of useless lumber which  
those blanks make—dispend with all the wasted  
labor of filling up those blanks—let the mail be  
carried with the same speed that an individual can  
travel, and letters delivered as quickly as his  
baggage—and let the whole be conducted with  
only ordinary business sagacity, and the United  
State Post-Office will carry newspapers free and  
letters for three cents, and clear a million of dollars  
a year.

Shall we ever have this most important of all  
the departments of Government so improved that  
it will be of any benefit to the people? As it is  
now, it is an unreliable piece of machinery that  
we are obliged to use because the old turtle is so  
fixed in its tracks that it will not crawl out of the  
way and let progress go past. If nothing more  
can be done, in mercy let us have an open bag for  
the cities, north and south, into which we can drop  
letters up to the last moment before starting, and  
let those letters be delivered as soon as they reach  
their destination; and from the neighboring cities  
let us, we pray, receive letters with the same fa-  
cility, and every business man will cry "Great is  
the improvement in the United States Post-Office  
Department—it has taken one step—not back-  
ward."

Mr. Stephen Arnold Douglas is delivering  
speeches in the West, in which he sets forth the  
wonderful discovery that the Abolition agitation  
is the result of British intrigues, aided by British  
money profusely scattered for the purpose of  
breaking down the great republican experiment,  
and rendering weaker and less dangerous the  
commercial and political rivalry of this coun-  
try. Mr. Douglas, however, does not state  
what amount of British money was applied in  
the work of robbing the Free States of every-  
thing secured to them by the Missouri Compro-  
mise—a robbery which has done more to deepen  
and intensify the Abolition agitation than any  
other event within our recollection. We hope  
Mr. Douglas will hasten to make all the revela-  
tions in his power on this interesting point. It  
would also be worth while to know through  
what channels the current of British gold was

poured for this particular purpose. Will the  
Senator from Illinois continue his startling dis-  
closures? Let us have light!

The N. Y. Times, seeking to discredit our special  
correspondent at Paris, alleged positively that he  
reported the death of Mr. Mason, the United  
States Minister at that capital, who is still living.  
This being false, we called on THE N. Y. Times for a  
retraction, and now that journal attempts to make  
out its case by quoting a telegraphic announcement  
from Washington in which appeared in our columns  
in January last, to the effect that the Administration  
had received intelligence of Mr. Mason's death from the  
United States Consul at Havre. What has that to do  
with the accusation of THE N. Y. Times against our  
Paris correspondent? Because the Consul at Havre  
happens to send to the Secretary of State an erroneous  
rumor as a veritable fact, is our correspondent to be  
made the subject of false imputations? Or does  
THE N. Y. Times suppose it can excuse its surprising  
facility in alleging what is not only untrue, but inju-  
rious, by such an irrelevant apology as this?

The same exemplary journal also charged our cor-  
respondent with having untrue reports that M.  
Drouyn de L'Hays had been reinstated in office as  
French Minister of Foreign Affairs. In support of this  
charge THE N. Y. Times now makes a citation from  
the issue of May 31, stating that he had learned that  
M. de L'Hays was about to be reinstated. The differ-  
ence between stating that a fact has already positively  
occurred, and stating that its occurrence is probable  
hereafter, may not be apparent to the mental and  
moral perception of our contemporary; but it is a dis-  
tinction which the world in general can appreciate,  
and which THE N. Y. Times would do well to over-  
look as rarely as possible.

Mr. Crampton, the British Minister at Washington,  
whose diplomatic career has hitherto been so smooth  
and formal, appears in a new light—being charged  
with having broken the laws of this country in the mat-  
ter of enlistments for the Crimea. Charles Herz and  
Edward H. Perkins being on their trial in Philadel-  
phia charged with enlisting soldiers for that purpose,  
Max Strobel swore to the handwriting of Mr. Howe,  
General Agent for the British Government in the United  
States, and to that of Mr. Crampton in notes to the  
aforesaid Charles Herz—one of which says: "With  
reference to our late conversation, I am now  
enabled to give some definite information on the sub-  
ject to which it related." Another letter was pro-  
duced being from Mr. Watkins, Provincial Secretary  
at Nova Scotia, to Herz, which mentions money de-  
clined by the latter for services rendered. Additional  
kindred testimony was offered—the most important  
being that of Mr. Bucknell who carried sealed pa-  
cels from Mr. Howe to Mr. Herz and Mr. Crampton.

The Cabinet has sat upon this business, and THE  
Washington Star has an article said to be semi-offi-  
cial, likening the affair to that of Citizen Genet, which  
resulted in the Citizen's being deprived of his office by  
his Government at the requirement of this country.  
It does not seem to us, however, that a case is made  
out which can justify any action against Mr. Cramp-  
ton.

**THE LATEST NEWS.**  
RECEIVED BY  
**MAGNETIC TELEGRAPH.**

**THE REPUBLICAN CONVENTION.**  
Special Dispatch to THE N. Y. Tribune.  
SYRACUSE, Wednesday, Sept. 26, 1855.  
The Convention met at noon, the whole State being  
fully represented with the exception of Suffolk, Sullivan,  
Rockland and Putnam Counties, and a few ab-  
sentees from New-York City and other places.

Of the 226 delegates, more than 200 were on hand.  
Mr. BLUNT called to order and named the Hon.  
REUBEN E. FENTON, of Chautauque, for President,  
which was voted by acclamation.

Mr. F. made a brief speech, which was loudly ap-  
plauded.

The following Vice-Presidents were then chosen:  
WM. CURTIS NOTES, MINTHORSE TOMPKINS, DEBRA-  
JUS WRIGHT, JAMES T. MASTERS, DANIEL WARDWELL,  
GEORGE W. PRATT, JOHN W. STEEDS, PHILIP DOB-  
SONIER, and for Secretaries, THOMAS S. BERRY and  
JACOB J. WILSON.